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# Lake Superior Provincial Park



## Phase II: Issues & Policy Options, August 1989

### LAKE SUPERIOR PROVINCIAL PARK MASTER PLAN REVIEW

*"We found Algoma a rugged, wild land packed with an amazing variety of subjects. It was a veritable paradise for the creative adventures in paint in the Canadian north. . . . there was a wild richness and clarity of colour in the Algoma woods. . . . We found that, at times, there were skies over the great Lake Superior which, in their singling expansiveness and sublimity, existed nowhere else in Canada. We found that one lake would be friendly, another charming and fairy-like, the next one remote in spirit beyond anything we had known, and again the next one harsh and inimical."*  
Lawren Harris, *The Story of the Group of Seven*, 1964.

Lawren Harris was a member of the Group of Seven, a Canadian group of landscape artists who painted in the Algoma area around the 1920's. Harris' words seem to exemplify the landscape of Lake Superior Provincial Park, an area which includes some of the most rugged landscape in Ontario.

Since the Park was established in 1944 it has seen many developments: the Trans-Canada Highway; campgrounds; picnic areas; and hiking trails. As the Park became more accessible, demands on its resources increased. Today, park management consists of balancing the demands of the various park users, including those who use the Park for recreation and those who depend on the Park for their livelihood. Policy statements concerning uses in the Park are outlined in a Park Master Plan, now called a

Management Plan, a document which sets policies for the management and development of the Park's resources and facilities, to best contribute to the goal and objectives of the Park.

The current Master Plan for Lake Superior Provincial Park was approved in 1979 following a detailed planning exercise. To ensure that park management plans keep pace with changing needs, plan reviews are undertaken every 10 years, or as the need arises. The present review of the 1979 Park Plan began in April of 1988. We are now in Phase II of four phases to be completed over a two year period. A chart outlining the plan schedule is located on the back page.

### WHY REVIEW THE 1979 PLAN?

- \* to reconfirm with the public that the park policies reflect current resource management and recreational needs;
- \* to provide a status report on policies, projects and developments implemented or outstanding from the 1979 Plan;
- \* to report new information on resource characteristics and use statistics;
- \* to determine the issues influencing the planning, development and operation of park resources and facilities; and
- \* to look at alternative approaches to resolving park issues and select the most effective approach to

management for the next 10 years.

### YOUR OPINION IS IMPORTANT!

Public input is an important component of the plan review. It provides the opportunity for park users and interest groups to have input into park management and development. During Phase I a tabloid containing background information and a summary of the Park issues was released. This tabloid was available to all park visitors and was mailed to property owners and resource users within and adjacent to the Park, as well as to individuals, businesses and interest groups. With the first tabloid the Ministry of Natural Resources received 112 comments, most addressing more than one issue. Comments were received from across Canada and the United States, with more than 50% of the total from the Algoma area. These comments were taken into consideration when developing options to the issues as presented in this tabloid.

The issues being addressed here include those raised by the Ministry of Natural Resources, such as boat launching facilities, canoe routes, commercial development, camping facilities, hunting areas and fish stocking; as well as issues raised by the public during Phase I, including park zoning, timber management and snowmobile use. Interested individuals and groups have an opportunity to comment on the issues and policy options presented in this tabloid until **October 31, 1989**.

The Ministry of Natural Resources has formed a park planning team involving members from Parks, Fish and Wildlife, Forest Management and Planning. In addition, advisors from the Ministry of Northern Development and Mines and the Ministry of Tourism and Recreation are involved in recommending and reviewing management direction.

We encourage you to comment on the issues and policy options presented in this tabloid. Your participation will ensure that your views are considered during the plan review. The results of this plan review will set the course for the management of the Park for the next 10 years. If you wish to be on a mailing list to receive future correspondence, please fill out the comment sheet (back page) and mail it to us. Copies of the first tabloid are still available (see comment sheet on back page).

Limited copies of the 1979 Master Plan are available for \$2.00 from: Lake Superior Provincial Park Offices and Gatehouses, or the Ministry of Natural Resources, Wawa District Office, Box 1160, Wawa, Ontario POS 1K0.

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Cover Photo: Kayaking near Agawa Rock, by Santo Colura.



# Lake Superior Provincial Park Master Plan Review

## REGIONAL SETTING



## GOAL OF ONTARIO PROVINCIAL PARKS

*"To provide a variety of outdoor recreation opportunities and to protect provincially significant natural, cultural and recreational environments, in a system of Provincial Parks."*

In Ontario there are six classes of Provincial Parks: Wilderness, Natural Environment, Nature Reserve, Waterway, Historical and Recreation. Lake Superior Provincial Park is a Natural Environment Park.

## NATURAL ENVIRONMENT PARK OBJECTIVES:

Natural Environment parks are established mainly for their natural features. They are areas of land and water of particular natural, historical and recreational interest.

Natural Environment parks contribute to the achievement of the four objectives of the Provincial Parks system: Protection, Recreation, Heritage Appreciation and Tourism. In addition, a fifth objective - Resource Products, has been approved for Lake Superior and Algonquin Provincial Parks.



Lake Superior shoreline north of Ryan Point

A summary of the five objectives for Lake Superior Provincial Park as outlined in the 1979 Master Plan are:

## PROTECTION:

*"To protect the provincially significant natural environment of Lake Superior Provincial Park."*

## RECREATION:



Running rapids on the Sand River

*"To provide in Lake Superior Provincial Park opportunities for: facility-based camping and day-use; and interior travel and camping in the natural environment of the Park and in associated areas of outstanding recreational potential."*

## HERITAGE APPRECIATION:

*"To provide opportunities for exploration and appreciation of the natural and cultural environment heritage of the eastern shore of Lake Superior through unstructured individual exploration and through visitor services programs."*

## TOURISM:

*"To provide Ontario's residents and out-of-province visitors with opportunities to discover and experience the cultural and natural environments of the eastern shore of Lake Superior."*

## RESOURCE PRODUCTS:

*"To contribute to the economic well-being of local communities through the provision of renewable natural resources from Lake Superior Provincial Park."*

## LIFE SCIENCE SURVEY

A broad survey of plants and their habitats was conducted in the Park during 1988. The first step involved aerial photographic interpretation and a review of existing mapping (e.g. Forest Resource Inventory, Soils) and pertinent literature about park resources. This led to a sampling of representative areas focusing on the best examples of significant plant habitats.

Detailed information on the survey is summarized in "A Life Science Survey of Lake Superior Provincial Park, Wawa District, Ontario", prepared by D. J. White. Based on this survey, the most significant habitats were found to be those within the Lake Superior coastal areas and wetlands. In addition, a number of plants were found to be significant. Of the more than 600 plants known to occur in the Park, seven species are considered to be rare in Ontario; and thirty-five plants were shown to be regionally significant.

The Coastal Wilderness Zone (W1) is the most diverse area of the Park with several significant habitats including forests, Lake Superior coastline and wetlands.

Source wetlands draining into the Baldhead River are presently included in the Mjinenungshing Road Access Zone (A3), which offer representation of features that could be protected in either the Interior Wilderness Zone (W2) or Peller Lake Natural Environment Zone (NE3). The Highway 17 Access Zone also includes some of these wetlands.

The presence of significantly different wetland communities outside those already represented in the Old Woman River Natural Environment Zone (NE2) may require minor adjustments to management for the Highway 17 Access Zone and the Morden Lake Recreation-Utilization Zone. Similarly, good examples of Boreal forest upland and shoreline associations within the Highway 17 Development Zone may require different management to allow their significant features to be sustained in these zones.

An open grassy fen just outside O'Connor Nature Reserve Zone (NR 18) could contribute different peatland representation that is presently found in the Nature Reserve.

Suggested changes to zoning are discussed under the issue of Zoning, page 10. These changes are also outlined on the Zoning Map, page 6 and 7.

## 1988 CAMPER SURVEYS

In 1988 surveys of campground and interior campers were conducted. The results of these surveys indicated who our visitors were, how they learned about the Park, why they chose to camp at Lake Superior Provincial Park, what they liked and what they would like to see improved. Following is a brief summary of the results:

## CAMPGROUNDS:

- \* Total of 917 surveys submitted
- \* 44% are return visitors
- \* 38% learned about the Park from brochures/pamphlets/guides; 10% by word of mouth
- \* main activities are: 1) hiking; 2) swimming/beach activities; 3) visiting lookouts/viewpoints
- \* enjoyed most during their stay: 1) natural setting/scenic location; 2) peace/quiet/relaxing; 3) hiking
- \* provision of lodges or cabins: 75% oppose resorts with full service; 63% oppose lodges with light housekeeping; 61% oppose rental cabins; and 62% favour rustic cabins
- \* recommended improvements: 1) install/add more showers; 2) cleaner/more washroom facilities; 3) electric sites



Interior campers

## INTERIOR:

- \* Total of 283 surveys submitted
- \* 43% are return visitors
- \* 29% learned about the Park by word of mouth; 8% from brochures/pamphlets/guides
- \* main activities are: 1) hiking; 2) camping; 3) canoeing;
- \* over 55% listed several activities as the purpose of their trip
- \* most popular overnight trails: 1) Orphan Lake, 2) Coastal
- \* most popular canoe routes: 1) Mjini, 2) Treeby, 3) Sand River
- \* 6% indicated they experienced crowding in the interior
- \* satisfaction with facilities (trails, campsites, signs, etc.) averaged 73%
- \* 82% found Park literature adequate; however awareness of interior regulations varied (25% - 80%)



# Lake Superior Provincial Park Master Plan Review

## ISSUES AND OPTIONS

Under each issue is a summary of the 1979 Park Policy; an information update since the 1979 Plan; public comments received during Phase I; options considered; and a recommended option. In some areas, the recommended option does not coincide with the most popular public choice. The reasons for this are that a number of factors affect the recommendations made by the planning team, including: public input, Provincial Park policies, Park goals and objectives (including tourism, protection and resource products), zoning, and the needs of a variety of Park users.

The Park cannot be all things to all people. Lake Superior Provincial Park covers a large land base and in some cases it is necessary to choose one of several management options in order to resolve conflicting demands on the Park's resources.

We welcome your comments concerning these options. A comment sheet is located on the back page.

Due to the Plan Review Schedule, the last date that comments regarding Phase II can be accepted is October 31, 1989.

## SMALL CRAFT ACCESS TO LAKE SUPERIOR

### 1979 PARK POLICY:

A boat launch facility was constructed by the Federal Government in 1965 at Sinclair Cove. This facility is under the jurisdiction of the Canada Department of Fisheries and Oceans.

The existing road and boat launch will be maintained for public use. The Lake Superior commercial fishery will be encouraged to use Sinclair Cove as a small craft harbour for bringing in and out small boats, and servicing larger boats. No support facilities will be developed.



Commercial fishing on Lake Superior

### INFORMATION UPDATE:

In recent years, storms and high water levels have damaged the docks and launching facilities at Sinclair Cove. It has been suggested that additional boat launching facilities could be provided within the Park. Development of such facilities is limited by the lack of natural, protected harbours. Sinclair Cove, Gargantua Harbour and Brule Harbour are the only significant natural protected harbours along the Park's coast. Conditions on Lake Superior, such as ice, storms and fluctuating water levels make it impossible to maintain launch facilities in unprotected areas.

### PUBLIC COMMENTS:

- 10 - favour additional boat access
- 2 - favour additional boat access if no additional roads or major development
- 14 - oppose additional boat access
- 7 - oppose additional boat access in specific areas
- 2 - repair Sinclair facilities before considering others

### OPTIONS CONSIDERED:

- 1) The Ministry may negotiate to have Fisheries and Oceans upgrade and maintain the facilities at Sinclair Cove, or the Ministry may negotiate to take over the operation of Sinclair Cove from the Federal Government. The remainder of the docks would be removed; the ramp would be repaired and maintained for boat launching. No other facilities would be developed within the Park, however the Ministry would continue to allow small boats to be carried across the backshore at suitable locations, such as Old Woman Bay.
- 2) In addition to maintaining Sinclair Cove, develop a new facility including an access road, a full ramp and parking for vehicles and trailers. Gargantua and Brule Harbours would be considered regarding: 1) development feasibility, 2) need to protect park resources and 3) zoning changes which may be required to permit this type of development.

\* The development of facilities, such as boat launches, is only permitted in development and access zones, according to Provincial Parks Policy.

\* Although Gargantua Harbour is currently designated as an access zone, zoning changes have been recommended which would extend Wilderness Zone 1 to include Gargantua Harbour (refer to Zoning, page 10). If a launching facility was developed, the road to Gargantua (distance 11 kilometres) would require major upgrading.

\* Brule Harbour is within Nature Reserve Zone 2. The development of launch facilities would re-

quire re-zoning and construction of an access road from Highway 17.

- \* Re-zoning an area for development may affect other uses and values of the proposed area. These factors would be considered when addressing the feasibility of other locations.



Lake Superior's worst storms usually occur in the fall

### SUGGESTED OPTION:

Option #1. The extensive development required to provide suitable boat launching facilities would have a detrimental impact on the natural features at Brule Harbour and the recreational values at Gargantua Harbour.

## SAND RIVER ROAD

### 1979 PARK POLICY:

The purpose of the Sand River Road, as approved in the 1979 Master Plan is to provide access for forest workers, vehicles and equipment to timber allocations east of the Park.

### INFORMATION UPDATE:

The Sand River Road is closed to public access. Constructed for timber industry use, other users have been permitted to use this road also, such as railway personnel and power company workers. Trappers accessing areas east of the Park have been permitted to use the Sand River Road since 1984. Other groups and individuals, such as lodge and cottage owners are also requesting use of the road.

### PUBLIC COMMENTS:

- 4 - favour current use of road
- 4 - favour access for additional groups
- 3 - favour access for public
- 8 - favour more restricted access
- 1 - favour returning access to original purpose
- 9 - favour closing the road to all users
- 1 - other

### OPTIONS CONSIDERED:

1) Allow limited access for timber management workers, vehicles and equipment plus access for emergency situations limited to: train derailments, fire, major power failures on the Great Lakes Power line and life-threatening situations.

\* Reduce the number of users of the Sand River Road. Only timber cut within the Park can be hauled on Park roads. This does not permit timber cut outside of the Park to be hauled through the Park.

2) As in #1, plus trappers accessing areas east of the Park, until trapping within the Park is phased out (by 2010).

\* Refer also to the issue of Trappers Use of Closed Access Roads, page 5.

3) All commercial uses permitted access.

4) No through access on the Sand River Road for any purpose.

\* Only groups/individuals accessing renewable resources within the Park would be permitted. This would eliminate the question of who should have access through the Park. However, the Sand River Road is the only convenient access for logging companies to their timber allocations east of the Park and eliminating access would substantially increase their operating costs.



Sand River Access Road

5) Close the Sand River Road.

\* To protect the integrity of the interior of the Park, prohibit access through the Park along the Sand River Road. This however, would create access problems for timber companies as stated in option #4.

### SUGGESTED OPTION:

Option #2. This enables the logging companies to continue to access timber allocations east of the Park, which are significant to their operation. This recognizes the existing use of the road but continues to limit access (see also issue Trappers Use of Closed Access Roads, page 5).

The options for this issue may be affected by the outcome of the issue of Timber Management in the Park, page 11.



# Lake Superior Provincial Park Master Plan Review

## CONSTRUCTION OF FOREST ACCESS ROADS

### 1979 PARK POLICY:

The 1979 Master Plan does not make provisions for any road to cross the park boundary other than Highway 17, Frater Road and the Sand River Road.

### INFORMATION UPDATE:

A logging company has expressed an interest in constructing winter access roads across the eastern and northern Park boundaries to reach their approved cutting areas within the Park. Winter roads are temporary haul roads. They have been proposed by the company in some areas where logging on private land is occurring adjacent to the Park and where it would be cost efficient to transport timber east to the railroad and then on to Sault Ste. Marie.



Temporary winter haul roads

### PUBLIC COMMENTS:

- 6 - support access
- 16 - oppose access
- 2 - other comments

### OPTIONS CONSIDERED:

1) Permit construction of only winter roads across the eastern and northern Park boundaries, within recreation-utilization zones. The logging company would be responsible for justifying each case and ensuring that access was restricted during operation and removed following use.

\* It may be more cost efficient for the logging companies to access timber within the Park directly from adjacent cutting areas outside of the Park.

2) No additional roads to be constructed across the Park boundary;

access from existing Park roads only.

\* While the standard of temporary winter haul roads does not generally permit car or truck access, potential use by unauthorized vehicles (such as all-terrain vehicles, four-wheel drive vehicles, etc.) on such roads may compromise the integrity of the Park boundary and the remote character of the Park interior.

3) As in #2; plus maintain the integrity of the Park boundary by establishing a 0.5 kilometre buffer within the Park boundary in which there would be no roads and no logging permitted. If logging continues in the Park, the 0.5 kilometre buffer area would be changed to a natural environment zone, where it is currently in a recreation-utilization zone (see Zoning Map, page 6 and 7; refer also to the issues of Zoning, page 10 and Timber Management in the Park, page 11).

### SUGGESTED OPTION:

Option #3. Creating new access roads into the Park is undesirable due to the difficulty of controlling unauthorized access. An interior park buffer is recommended to avoid linkups between existing logging roads on both sides of the park boundary, with the exception of Frater Road and the Sand River Road.

## INTERIOR FACILITIES

### 1979 PARK POLICY:

Interior campsites will be developed and maintained only on designated hiking trails and canoe routes.

These sites will be upgraded to Provincial Park design standards. Interior camping permits will be introduced. Hiking trails will be developed as demand justifies and priorities permit. A small interior hike-in campground will be developed at Gargantua Harbour. Activities will be of low intensity except in development zones where they may be of moderate intensity.



Interior camping, Sand River Canoe Route

### INFORMATION UPDATE:

Prior to 1988, interior use was not well documented. An interior use survey conducted in 1988 helped the Ministry of Natural Resources to determine how interior operations and development were meeting the needs of Park users (see 1988 Camper Surveys, Page 2).



Hiking the Coastal Trail, Baldhead Beach

### PUBLIC COMMENTS:

#### Facilities:

- 3 - upgrade current facilities
- 5 - expand/add facilities
- 5 - oppose expansion/addition of facilities
- 4 - favour interior pit toilets
- 2 - oppose interior pit toilets

#### Trails:

- 14 - favour expansion/completion of Coastal Hiking Trail
- 5 - favour development of additional trails
- 3 - extend/improve existing trails

#### Interior Access:

- 6 - maintain/improve existing roads
- 5 - favour improved/additional access to interior
- 6 - oppose improved/additional access to interior

#### Interior Information:

- 2 - favour improved signs
- 5 - favour better availability of maps and interior information
- 1 - current signs obtrusive

#### Other Comments:

- 6 - other

### OPTIONS CONSIDERED:

1) Maintain the existing level of interior facilities.

2) Maintain current interior facilities and upgrade the facilities where use warrants in areas receiving high use, such as Mijinemungshing, Gargantua and Sand River; provide more campsites, improved access points and signs, simple interior privies, etc. Provide minimal upgrading of facilities in other interior areas.

### SUGGESTED OPTION:

Option #2.

## CANOE ROUTES

### 1979 PARK POLICY:

Maintained canoe routes will be limited to those identified (5) in the Master Plan: Sand River; Old Woman Lake; Anjigami River; Belanger Lake; and Gamitagama Lake.

### INFORMATION UPDATE:

The 1979 Master Plan identifies only five canoe routes. Currently seven canoe routes are being maintained. Gamitagama Lake is no longer designated as a canoe route since it includes only one lake. The additional routes developed since 1979 are: the Lower Agawa River, Rabbit Blanket Lake and Treeby Lake Canoe Routes.

### PUBLIC COMMENTS:

- 15 - favour additional canoe routes
- 1 - favour maintenance of current seven routes only
- 1 - other comments

### OPTIONS CONSIDERED:

1) Amend the current canoe route policy to allow maintenance of the current seven routes.



Rabbit Blanket Lake

2) Revise the Management Plan to provide more flexibility for canoe routes to be developed and maintained as demand justifies and priorities permit.

### SUGGESTED OPTION:

Option #2 allows flexibility to respond to changing needs and priorities of Park users. This is the same direction provided for hiking trails in the 1979 Master Plan.



# Lake Superior Provincial Park Master Plan Review

## COMMERCIAL TRAPPING

### 1979 PARK POLICY:

Commercial trapping may be permitted in designated areas within recreation-utilization zones and will be phased out of all other zones.

### INFORMATION UPDATE:

Recent changes to Ontario Provincial Parks Policy announced that trapping will be phased out of all areas within Provincial Parks, except by licensed status Indians enjoying treaty rights. The operations of existing licensed commercial trappers will be phased out within 21 years, beginning January 1, 1989, or when the trapper retires or dies, whichever is sooner.

### PUBLIC COMMENTS:

- 18 - favour phase out/elimination of trapping
- 5 - oppose phase out/elimination
- 3 - favour limited trapping
- 1 - other comments

### OPTIONS CONSIDERED:

- 1) Acquire traplines from registered trapper through attrition, no later than 2010. No transfer of traplines, except to status Indians.
- 2) As #1; plus permit trapping of nuisance animals, if and when required, to protect Park facilities (i.e. roads) and the Trans-Canada Highway.

### SUGGESTED OPTION:

Option #2 provides for the elimination of trapping with minimum disruption to existing trappers and allows for the removal of nuisance animals where necessary.

## TRAPPERS USE OF CLOSED ACCESS ROADS

### 1979 PARK POLICY:

There is no Park policy addressing the issue of trappers using closed access roads.

### INFORMATION UPDATE:

Trappers in Lake Superior Provincial Park have the right of access to their traplines. They are permitted to use trucks, all-terrain vehicles, and snowmobiles to service their traplines. Since 1984 trappers with traplines outside of the Park boundary have also been permitted to use closed access roads for the purpose of crossing the park to access their traplines during the trapping season. In recent years there have been requests for access beyond the trapping season. Ministry policy permits trappers on Crown land to use their cabins for the period from two weeks before until two weeks after the trapping season.

### PUBLIC COMMENTS:

- 4 - favour access for trappers beyond the trapping season
- 5 - oppose access for trappers beyond the trapping season
- 3 - permit use on a regulated basis
- 2 - oppose trapper use of roads
- 1 - oppose access for trappers outside of the Park boundary
- 1 - other comments



Trapper servicing trapline

### OPTIONS CONSIDERED:

- 1) Allow trappers to use roads to service traplines within the Park, for the period from two weeks before until two weeks after the trapping season. Access permitted for trappers within the Park only. Access no longer permitted for trappers outside of the Park.

\* Trappers outside of the Park boundary have only recently been permitted access through the Park. Although less convenient, alternative access exists for trappers east of the Park.

- 2) As in #1; plus permit access for the purpose of servicing traplines for an extended period (more than two weeks before and after the trapping season) as authorized by the Park Superintendent.

\* This would give part-time trappers more opportunity to service their traplines.

- 3) As in #1; plus permit trappers outside of the Park to use access roads, as presently permitted. When traplines within the Park are phased out, trappers outside of the Park would no longer be permitted access.

\* This reflects the current situation. Access would be eliminated as trapping is phased out of the Park, by 2010.

- 4) As in #2 and #3; access for the purpose of servicing traplines permitted for trappers within and outside of the Park for extended periods, as authorized by the Park Superintendent.

### SUGGESTED OPTION:

Option #3. The Ministry of Natural Resources recognizes the need for trappers to check trails and prepare their traplines prior to the trapping season. Restricting road access for trappers to the period from two weeks before the trapping season until two weeks after the trapping season is consistent with Fish and Wildlife policy for trappers on Crown land. All road use by trappers will be phased out of the Park by the year 2010, when trapping is discontinued (refer to issue of Commercial Trapping, this page).

## FISH STOCKING

### 1979 PARK POLICY:

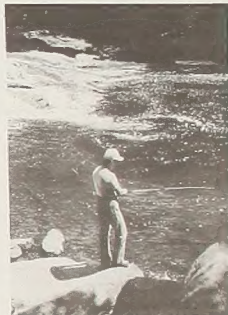
Native fish species may be stocked in Park waters to enhance sport fishing opportunities.

### INFORMATION UPDATE:

Lake Superior Provincial Park is mainly brook trout habitat, with lake trout occurring in some lakes. Pike and walleye are found in a few lakes. Non-native species include: splake, a non-reproducing hybrid; and rainbow trout, which are common in the Park's coastal rivers and have migrated to several inland lakes. Splake and rainbow trout have been successfully stocked in selected lakes, where the native fish communities have been affected by environmental changes (acid rain) or by the accidental introduction of non-indigenous species (e.g. yellow perch).

### PUBLIC COMMENTS:

- 7 - oppose stocking non-native fish
- 3 - favour stocking non-native or native fish
- 3 - favour stocking in general
- 2 - other comments



Fishing along the Pinguisibi Trail

### OPTIONS CONSIDERED:

- 1) No stocking of non-native fish species. Stock only native species that will naturally reproduce.

\* This is consistent with the 1979 Park Master Plan and the Provincial Park Planning and Management Policies for Natural Environment Parks.

- 2) Allow stocking of splake in highway corridor lakes where native species cannot successfully compete with inadvertently introduced species, such as yellow perch. Stocking of all interior lakes (i.e. lakes not adjacent to Highway 17 corridor) would be with native species only.

\* Stocking the highway corridor lakes would improve the fishing opportunities in these areas.

- 3) Allow stocking of splake in highway corridor and interior lakes; only in lakes where native species cannot successfully compete with previously introduced species (i.e. yellow perch).

\* Splake compete with yellow perch better than the native brook trout populations do.

### SUGGESTED OPTION:

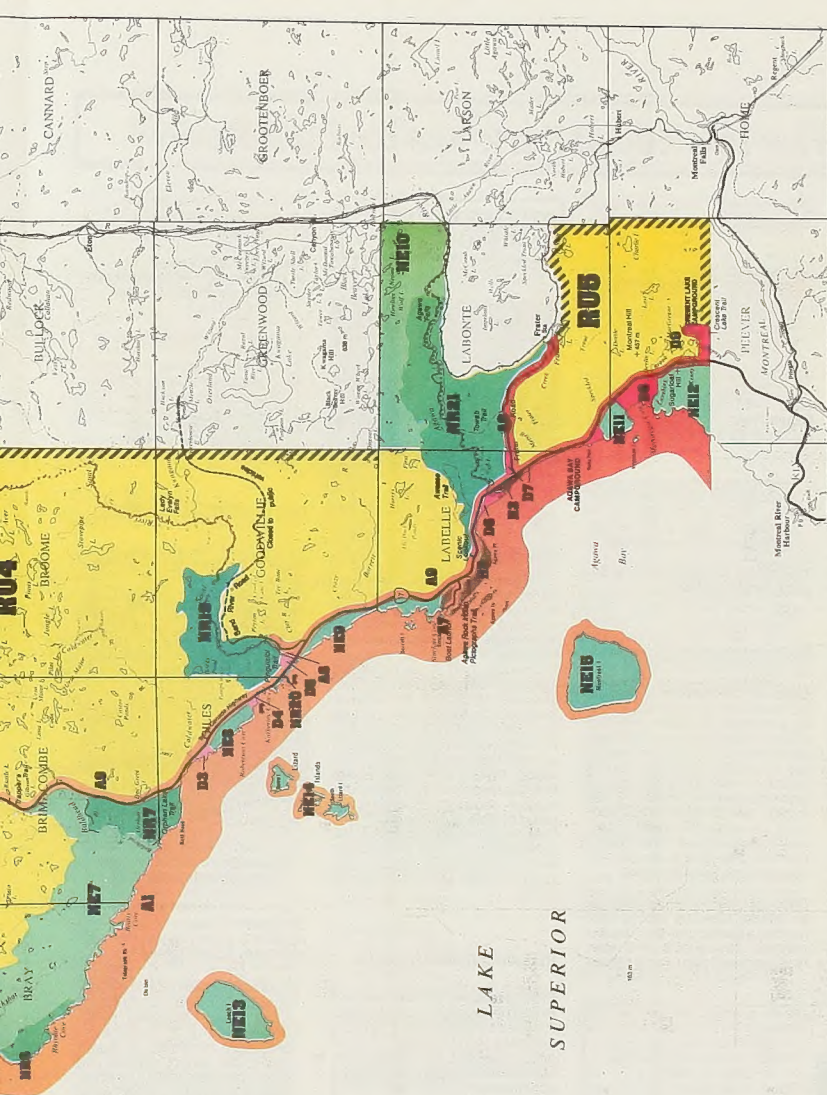
Option #3. Splake may be stocked in highway corridor and inland lakes only as a biological control since they are able to compete with yellow perch better than brook trout. Splake are non-reproducing; although they may migrate to other lakes, they will not establish self-sustaining populations; and thus they are not as likely to compete with native populations.

Rainbow trout should not be stocked in inland and highway corridor lakes since they can reproduce and have the potential to spread to other lakes and establish populations which could compete with native brook trout populations. Rainbow trout should continue to be managed in Lake Superior and its tributaries.









-  Access Zones  
 Nature Reserve Zones  
 Wilderness Zones  
 Natural Environment Zones  
 Development Zones  
 Historical Zones  
 Recreation-Utilization Zones  
 Hiking Trails  
 Canoe Routes  
 Proposed Zone Changes

Management of hiking trails, canoe routes, portages, campsites and their accompanying reserves take precedence over harvesting of renewable natural resources within these zones.



# Lake Superior Provincial Park Master Plan Review

## NEW PROVINCIAL PARK POLICY ON HUNTING

### 1979 PARK POLICY:

Sport hunting will be permitted for moose, grouse and varying hare east of Highway 17 and north of the southern boundaries of Brimacombe and Broome townships.

### INFORMATION UPDATE:

New Ontario Provincial Parks policy prohibits hunting in wilderness and nature reserve zones in all Provincial Parks, effective January 1, 1989.

### PUBLIC COMMENTS:

- 3 - favour phase out in nature reserve and wilderness zones
- 11 - favour continuing hunting in the Park
- 2 - favour addition of substitute areas for those eliminated
- 18 - oppose all hunting in the Park
- 4 - other comments

### OPTIONS CONSIDERED:

- 1) Hunting area restricted to specific locations as delineated by roads, rivers and townships, east of Highway 17 only: LaRonde, Peterson, Tiernan (north of Mijnemungshing Road), Asselin (south of East Branch, Baldhead River)

Brimacombe and Broome Townships.

- \* This area represents approximately 36% of the former hunting area. Where possible the revised hunting area will be defined by easily identified natural and man-made boundaries, such as rivers and roads.

- 2) As in #1, plus the addition of Goodwillie Township (south and east of Sand River Road to the north side of Barrett River) to compensate for a portion of the areas closed to hunting.

- \* The revised hunting area would be approximately 43% of the former area. Although the reduction is significant, much of the former hunting area was inaccessible.

- 3) Eliminate all hunting in Lake Superior Provincial Park.

### SUGGESTED OPTION:

Option #2. The addition of Goodwillie Township to the designated hunting area does not include any long distance hiking trails or established canoe routes. Other areas containing recreation-utilization and/or natural environment zones are not recommended for inclusion in the hunting area because these additional areas would be virtually impossible to delineate on the ground, or because they are in proximity to campgrounds and residences.

Option #2 will be implemented as an interim measure for the 1989 hunting season, until this issue is resolved through the park planning process (refer to map below).

## DECLINE IN CAR CAMPING



Campfire program at Agawa Bay Campground

- 3 - favour in Agawa Bay only
- 1 - provide in limited area only
- 1 - oppose in Agawa Bay

### Future of Crescent Lake:

- 18 - oppose closing Crescent Lake
- 5 - favour closing/phasing out Crescent Lake

### Development of Alternative Campgrounds:

- 6 - support development at Mijin
- 6 - oppose development at Mijin
- 2 - support development at Gargantua
- 5 - oppose development at Gargantua

### OPTIONS CONSIDERED:

- 1) Continue to operate three campgrounds and upgrade facilities.

- \* Upgrading facilities would include: provision of water at Crescent Lake; comfort station at Rabbit Blanket Lake; electrical sites at Agawa Bay; and a major visitor centre at Agawa Bay.



Agawa Bay comfort stations were completed in 1989

- 2) Convert Crescent Lake to group camping area and upgrade facilities at all three camping areas.

### 1979 PARK POLICY:

Services and support facilities at the existing car campgrounds will be upgraded. Existing, and new, camping facilities will be maintained and developed to standards which will encourage natural environment based activities, and provide for uncrowded conditions and relative freedom from fellow users. Agawa Bay and Rabbit Blanket Lake Campgrounds could be expanded to a modest degree, if required in the future. A small scale multi-purpose building, suitable for interpretive and outdoor education programs and group picnicking will be developed. Comfort stations with showers will be built and internal roads will be paved in all campgrounds (Agawa Bay, Crescent Lake and Rabbit Blanket Lake).

### INFORMATION UPDATE:

Campground use has declined in all three campgrounds in Lake Superior Provincial Park. Factors affecting campsite use include: lack of modern facilities; shortened operating seasons; weather; and changing accommodation preferences by the travelling public. Camper surveys were conducted in 1988. These surveys gave the Ministry an indication of how facilities and services are meeting the needs of campers (see 1988 Camper Surveys, page 2).

As a result of changing funding priorities, Crescent Lake Campground will not be open for the 1989 season.

### PUBLIC COMMENTS:

- Provision of Comfort Stations:
  - 4 - favour comfort stations in all campgrounds/unspecified
  - 3 - favour comfort stations in Agawa Bay and Rabbit Blanket only
  - 3 - favour comfort stations in Agawa Bay only
  - 2 - oppose in Rabbit Blanket

- Provision of Electrical Sites:
  - 2 - favour in all campgrounds
  - 1 - favour in Agawa Bay and Rabbit Blanket only

- \* Upgrading facilities would include: provision of water at Crescent Lake group camping area; development of additional beachfront campsites at Agawa Bay in the current day-use and group camping areas; electrical sites at Agawa Bay; major visitor centre at Agawa Bay; and a comfort station at Rabbit Blanket Lake.

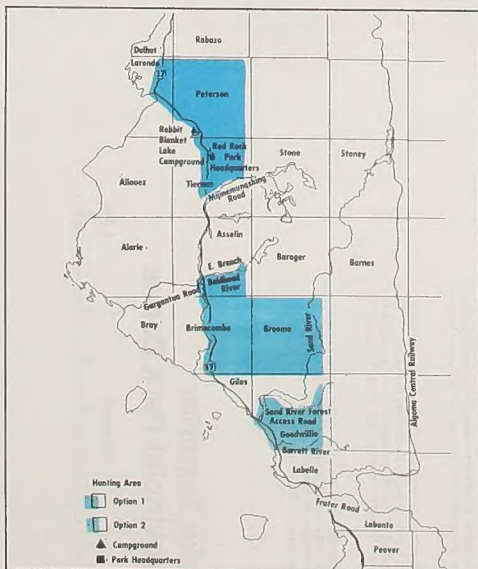
- 3) Close Crescent Lake and conduct field studies to determine potential sites for a third campground.

- 4) Close Crescent Lake Campground.

- \* For those preferring sites on inland lakes, camping is available at Rabbit Blanket Lake.

### SUGGESTED OPTION:

Option #2. Although the existing level of facility development at Crescent Lake Campground does not encourage extensive use; the small size of this campground and the duplication of opportunities at Agawa Bay (8 kilometres north) make it inefficient to operate Crescent Lake as a regular car campground.





# Lake Superior Provincial Park Master Plan Review

## COMMERCIAL DEVELOPMENT

### 1979 PARK POLICY:

In general, commercial services will not be provided in Lake Superior Provincial Park, either by the Ministry of Natural Resources or by concessionaires. The private sector will be encouraged to provide services for Park users outside Park boundaries, for example, the Petro-Canada service centre at Agawa Bay is on privately owned land.

### INFORMATION UPDATE:

Traditionally, Provincial Parks have provided visitors with back country campsites, car campgrounds and walk-in campsites. In recent years, changes in population demographics, such as an aging population, have resulted in a demand for greater diversity in recreational services and facilities. A need has been identified for alternate accommodations, such as adirondack style hiking shelters (ie. huts), rustic cabins, serviced housekeeping cabins and full service lodge accommodation.

Ontario Provincial Parks Policy identifies five types of tourist services which can be provided in Provincial Parks: accommodation; food and beverage; sale and rental of supplies and outfitting equipment; recreational services (guiding, transportation, tours, etc.); and travel trade (packages for camping and recreational equipment rental, bus tours, etc.). Facilities developed within provincial parks are not intended to compete with local business, but rather to complement park facilities. Park visitors using alternate accommodations would have access to the same activities as those staying in campgrounds. Any services or facilities provided in provincial parks would be consistent with the park's objectives and the recreational activities and programs offered by the Individual Park. The natural, cultural and recreational resources would continue to be the main attractions.

In 1985 a consulting firm was hired to determine tourism potential in Lake Superior Provincial Park. In particular, the study investigated the feasibility of fixed-roof accommodation, operated by the private sector, in or adjacent to the Park. The consultants also considered Park activities and services which would

complement existing facilities. Examples of recommendations from the consultants report include the following: 1) consider development of a seasonal fixed-roof facility at the south end of the Park; 2) develop hut-to-hut accommodations on the Sand and Agawa Rivers for canoeists and/or hikers; and 3) develop a concession policy for local entrepreneurs to offer seasonal services, such as outfitting, guiding and providing supplies.



Rustic huts have been suggested for the interior

### PUBLIC COMMENTS:

#### Provision of Huts and Fixed-Roof Accommodations:

- 7 - favour huts
- 8 - favour huts with restrictions/conditions
- 15 - oppose huts
- 8 - favour fixed-roof
- 15 - oppose fixed-roof
- 4 - other comments

#### Services/Supplies:

- 4 - favour in Park
- 1 - limited in Park

#### Guiding/Outfitting:

- 4 - favour in Park
- 2 - favour in Park with limitations
- 5 - oppose in Park
- 1 - only operate from outside Park

#### Commercial Development:

- 12 - oppose commercial development in the Park
- 1 - favour commercial development
- 2 - other comments

### OPTIONS CONSIDERED:

- 1) No commercial tourism development in the Park.
- 2) Development of simple commercial hut-to-hut facilities in the Park interior along selected trails and/or canoe routes, such as the Coastal Hiking Trail and the Sand River Canoe Route.

\* Hut-to-hut facilities refers to simple shelters spaced along canoe routes and/or hiking trails.

- 3) Development of commercial fixed-roof accommodation within the Park, or adjacent to the Park on Crown land, to be operated by the private sector as per guidelines developed in conjunction with the Ministry of Natural Resources, Ministry of Northern Development and Mines and Ministry of Tourism and Recreation.

\* Fixed-roof accommodation includes rustic housekeeping cabins through to full service lodge facilities.

\* Any commercial accommodation developed within the Park would have to complement the goals and objectives of the Park and would be designed to blend in with the natural environment of the Park. Such a facility would be intended as an alternative form of accommodation for those using the Park.

- 4) Combination of #2 and #3.

### SUGGESTED OPTION:

Option #4. In order to more fully achieve the Park's tourism objective, specific and discreet facility developments are proposed. Huts will be considered along overnight trails or canoe routes. Commercial lodge facilities will be considered adjacent to the Highway 17 Corridor. These would proceed with resource assessment, consideration for existing uses and thorough site planning.

## HISTORIC BUILDINGS

### 1979 PARK POLICY:

There is no Park policy addressing the management of historic buildings in the Park.

### INFORMATION UPDATE:

There are several buildings which relate to the history of the Park, such as lodges and small cabins built by trappers, fishermen and a snowshoe club. The largest of these is the Agawa Lodge, located at the mouth of the Agawa River. Many of these buildings have deteriorated over the years.

### PUBLIC COMMENTS:

- 15 - favour restoration
- 2 - oppose restoration
- 1 - determine significance of Park buildings

### OPTIONS CONSIDERED:

- 1) Arrange for a qualified evaluation of the historic significance of the existing buildings in the Park. Based on this evaluation, determine whether the buildings should be restored or retained for future use, or removed in order to reduce safety hazards.

- 2) Leave historic buildings as they are; remove buildings when they

deteriorate to the point of becoming a safety hazard to the public.

- 3) Remove buildings.

### SUGGESTED OPTION:

Option #1. Agawa Lodge is the largest and most accessible old building in the Park. Restoration of this site would have to address the following: 1) major restorations and maintenance would be required to make the facility suitable for public use; 2) access is inadequate and would require the provision of turn lanes from the highway; 3) location of Agawa Lodge is not in proximity to other facilities and activity areas; 4) the buildings are susceptible to high water levels from both the Agawa River and Lake Superior; and 5) the site does not have sufficient space for parking.



Agawa Lodge, now closed, was built in the 1940's

## PARK INFORMATION AND HIGHWAY 17 PARK IDENTIFICATION

### 1979 PARK POLICY:

Information services will be developed to clearly identify the Park, its resources and facilities to Park users and other highway travellers. Printed and visual material will be developed which will encourage the user to make the best and fullest use of both highway corridor and interior recreational opportunities. Interpretive programs will provide visitors with opportunities to learn and experience the character and significance of the Park. At each campground, day-use area and interior entry point, small scale, informal exhibits and displays will be developed. Information centres will be developed at the north and south boundaries.

### INFORMATION UPDATE:

The Ministry of Natural Resources recognizes a need for improved Park identification along the Highway corridor. There is also a need for better access to information regarding Park facilities, attractions, resources, regulations, etc. One of the major



An example of the type of lodge facility being considered

# Lake Superior Provincial Park Master Plan Review

recommendations of the Lake Superior Provincial Park Tourism Study, 1986, was to improve Park marketing.

## PUBLIC COMMENTS:

- Availability of Park Information:  
 5 - favour improved Park information  
 4 - favour more information available outside of the Park  
 2 - maps available to the public

- Park Signs:  
 3 - favour better signs throughout the Park  
 2 - favour better Park boundary signs  
 2 - current signs adequate

- Information Centres:  
 5 - favour self-serve information centres  
 2 - favour staffed information centres

- Visitor Services:  
 7 - expand/upgrade interpretive program  
 2 - favour self-guided interpretive trails and day-use facilities  
 4 - favour Visitor Centre  
 3 - favour interpretation of resource management in the Park



Trailhead sign, Pinguisibi Trail, Sand River Day-use area

## OPTIONS CONSIDERED:

- 1) Improve Park information and communications.

\* Improve Park information services by: 1) improving identification of Park boundaries, including new, large park boundary signs and self-use information centres at the north and south Park boundaries; 2) providing better signs identifying park facilities, attractions, lakes, etc; 3) printing publications on Park attractions, such as Agawa Rock Pictographs, Geology of the Park, Mammal Checklist, etc; and 4) improving availability of publications on the Park and surrounding areas (Ministry and non-Ministry publications).

2) As in #1; plus actively pursuing a "Friends of the Park" co-operating association to assist in the provision of publications, displays, etc., in order to improve the availability of information to Park visitors.

\* Co-operating associations in other Provincial Parks have proven to be very effective in assisting the park in the production of publica-

tions, displays and interpretive materials.



Guided hike, Katherine Cove

## SUGGESTED OPTION:

Option #2.

## OFF-SEASON OVERNIGHT USE

## 1979 PARK POLICY:

The Master Plan does not specify the Park operating season or the provision of facilities throughout the year.

## INFORMATION UPDATE:

Under current Provincial Park Policy, parks are closed during the off-season. Lake Superior Provincial Park is open to day-use recreation year-round. The Park is officially closed to overnight use during the off-season (end of October through the first week of May). No services are available during the off-season.

## PUBLIC COMMENTS:

- 15 - favour some year-round use  
 1 - supply should be based on demand

## OPTIONS CONSIDERED:

1) Continue to restrict overnight use to the official open season. Camping would only be permitted in regulated campgrounds and on specified interior sites during the open season.



Cross country skiers, Old Woman Lake

2) Regular car campgrounds would be closed and gated, interior camping would be available with normal interior camping fees charged and registration required.

3) Park facilities would be provided only during the open season with off-season camping, ice fishing, skiing, snowshoeing, etc. at user's own risk. No fees would be collected.

## SUGGESTED OPTION:

Option #2; this complies with Provincial Parks policy and regulations.

## MOTORIZED SNOW VEHICLES

## 1979 PARK POLICY:

The Provincial Parks Act prohibits the use of motorized snow vehicles in Provincial Parks except in areas designated for that purpose by the Park Superintendent (Section 23(1)(a)(b) Regulation 822 of R.R.O., 1980). No such area has been designated in Lake Superior Provincial Park.

## INFORMATION UPDATE:

People have been using snowmobiles on the Frater Road to access their camps outside of the Park.

## PUBLIC COMMENTS:

- 6 - favour use of snowmobiles on Frater Road

## OPTIONS CONSIDERED:

1) Prohibit the use of motorized snow vehicles on the Frater Road.

2) Designate Frater Road as an area where use of motorized snow vehicles is permitted under the following conditions:

\* Such use will only be permitted when the road surface is impassible to vehicles as defined under the Highway Traffic Act (i.e. not plowed).

\* Those individuals using the road must be in possession of a road permit, issued by the Park Superintendent.

## SUGGESTED OPTION:

Option #2.

As an interim measure, those individuals who have traditionally used motorized snow vehicles on the Frater Road, will be allowed to continue doing so under the above conditions, until the Park Master Plan Review is completed and this issue has been fully addressed.

## PARK ZONING

## 1979 PARK POLICY:

Recreation-utilization zones, in which commercial timber harvesting will be permitted as well as low-intensity recreational activities will account for 50 per cent of the Park area (56 per cent not including Lake Superior waters). The remainder of the Park, in which there will be no timber harvesting, will be zoned as follows: Wilderness, 14 %; Nature Reserve, 9 %; Historical, 1 %; Natural Environment, 11 %; Access (including Lake Superior waters), 12 %; and Development (including Highway 17), 3 %.



Cobble beach, Gargantua Harbour, Access Zone 5

## INFORMATION UPDATE:

In the 1979 Park Master Plan zones were established to reflect the natural history, cultural history and recreational values. In 1988 a survey identified some rationale for zone boundary adjustments (refer to Life Science Survey, page 2). The Highway 17 corridor, formerly identified as a development zone, has been recognized as an access zone. This is consistent with other Ontario Provincial Parks which include a highway corridor.

## PUBLIC COMMENTS:

- 3 - decrease/phase out "green" zones (nature reserve, wilderness and natural environment zones)  
 3 - decrease/phase out recreation-utilization zones  
 2 - other comments



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## OPTIONS CONSIDERED:

1) No zone changes, maintain current zone boundaries.

2) Incorporate minor zone changes to reflect new information from the 1988 Life Science Survey, as follows (refer to Zoning Map, page 6 and 7):

**Nature Reserve Zone 18:** adjust the boundary to include the wetland at the north edge of the zone.

**Development Zone 2:** incorporate the western portion of this zone into Wilderness Zone 1 to protect the shoreline and wetland communities at the inlet of Rabbit Blanket Lake. The reduced zone will still provide adequate areas for future campground development, if required.

**Access Zone 5:** reduce the zone boundaries to protect significant flora along the rocky shoreline at Gargantua Harbour. Include areas of the access zone north-west of the Gargantua Road in Wilderness Zone 1; incorporate the portion south of the Gargantua Road in Natural Environment Zone 7.

3) As in #2; plus establish a 0.5 kilometre buffer within the Park boundary, in which there would be no roads (with the exception of Highway 17, Frater Road and Sand River Road) and no logging (as recommended under the issue of **Construction of Forest Access Roads**, page 4). This buffer would be designated as a Natural Environment Zone in areas currently within recreation-utilization zones.

## SUGGESTED OPTION:

Option #3.

The options for this issue may be affected by the outcome of the issue of **Timber Management in the Park**, page 11.



The Awaasee Trail overlooks the Agawa Valley Nature Reserve

## TIMBER MANAGEMENT IN THE PARK

### 1979 PARK POLICY:

Management of the timber resource has been one of the permitted activities in the recreation-utilization zones of Lake Superior Provincial Park, as approved in the 1979 Master Plan.

The Park lies within the transition zone of two forest regions. Hardwoods of the Great Lakes-St. Lawrence Forest cover two-thirds of the Park. Hard maple and yellow birch are the dominant trees with scattered white pine. The northern third of the Park lies within the Boreal Forest. The major tree species is white birch, normally mixed with spruce, poplar and balsam fir.

### INFORMATION UPDATE:

The Ministry of Natural Resources made a commitment in the 1979 Plan to fully review the use of Park forests for commercial timber harvesting at the first review of the Master Plan. An internal review of timber management in the Park was completed in July, 1989. Copies of this report are available from the Ministry of Natural Resources, Box 1160, Wawa, Ontario, P0S 1K0.

The key objectives of the review were to:

i) Assess the state of timber management activities (i.e. access, harvest, renewal and maintenance) in the Park, as they compare to current timber management policies, procedures and guidelines (eg. silvicultural guidelines);

ii) Identify any potential impacts which timber management activities may have on the achievement of Park objectives, should timber management activities continue into the next decade; and

iii) Assess the future potential of the Park to contribute to mill supply for the forest industry and identify any alternative sources of supply outside of the Park.

Following is a summary of the findings of the internal review:

#### i) State of Timber Management Activities:

**Access:** Park recreation-utilization zones are well accessed for the most part. Except for Sand River Road, all roads provide access to areas within the Park only.

**Harvest:** Yellow birch and hard maple are harvested by a selective cut where only high quality, merchantable trees are cut; improved utilization, of lower quality hardwood and control of harvest through tree marking are needed to achieve a sustainable timber supply.

Small areas of clearcutting are used to harvest stands which contain primarily conifer pulpwood (i.e. spruce and balsam fir).

**Renewal:** Regeneration of hardwood species is by natural restocking; renewal of hardwood stands is occurring at a rate inadequate to ensure a continuous long term supply of high quality hardwood sawlogs and veneer logs.

Regeneration of softwood species is by site preparation and planting; need better financed regeneration program to ensure future supply.

**Forest Maintenance:** Manual and chemical tending applied in softwood stands.



Assessing plantation for survival and growth of seedlings

#### ii) Potential Impacts of Harvesting:

**Negative Impacts:** Current forest plant species diversity may be altered by stand conversion projects (i.e. planting other species such as jack pine in softwood cutovers).

Significant areas many not be regenerated due to lack of funds for renewal.

Access roads may impact on the aesthetics of canoe routes.

Timber activities during spring and fall may have a noise impact on park users.

**Positive Impacts:** Improved utilization of hardwood species and better financed regeneration program in softwood areas would support a future supply of high quality timber.

Timber harvesting and milling have significant economic impacts; the value added to the economy from harvesting in the Park is \$3.8 million annually.

#### iii) Future Wood Harvest Potential:

The volume of softwoods which would be available to St. Mary's Paper Inc. for 1990 - 1995 represents 3.2% of their Sault Ste. Marie mill's requirements; softwood harvest can be maintained at this level.

The volume of white pine sawlogs, hardwood sawlogs and veneer which would be available to G. W. Martin Logging Ltd. for 1990 - 1995 represents 3.1% of their Sault Ste. Marie mill's requirements; it is not anticipated that hardwood harvest

can be sustained at present levels beyond the next decade unless the Company's wood quality requirements were lowered.

Alternate sources of wood supply for the two main forest companies are anticipated to be available from both Crown land and private land outside of the Park within reasonable hauling distance of their mills.

## OPTIONS CONSIDERED:

1) Status quo continuation of timber management in the Park.

\* The current insufficient levels of hardwood utilization and regeneration will preclude long-term production of high value products.

\* The life expectancy of the dependent industry will be maintained.

\* Short-term impacts on the industry are minimized.

\* The industry will be able to realize the expected return on its investment in access road construction.

\* Impacts on Park objectives (protection, recreation, heritage appreciation and tourism) will continue.

2) Cease or phase out operations.

\* Impacts on other Park objectives will be eliminated.

\* Loss of potential economic opportunities due to elimination of wood supply base will occur.

\* Investment by industry in access development will be lost.

\* This may affect the options for other issues: **Sand River Road**, page 3; **Construction of Forest Access Roads**, page 4; and **Zoning**, page 10.

3) Continue timber management at a level to which good silvicultural practice is possible.

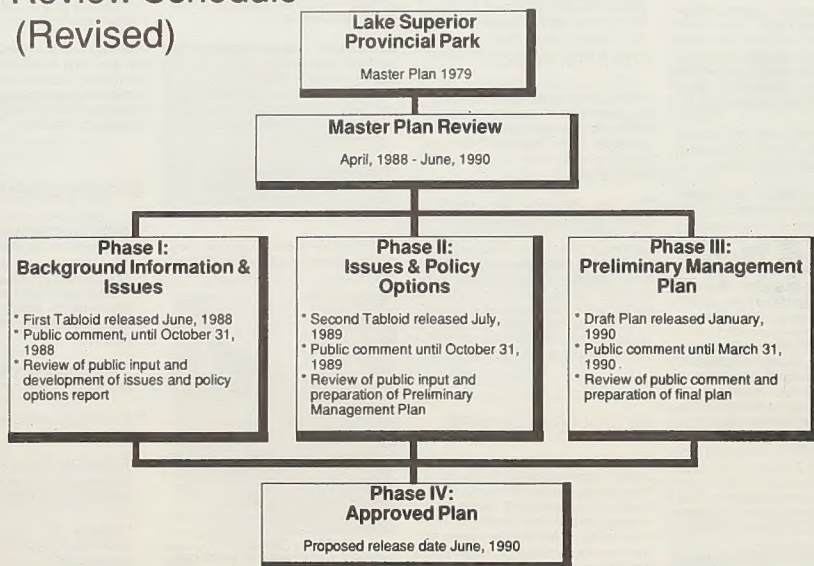
\* Opportunity for economic benefits will continue.

\* Implementation of more intensive silvicultural practices will result in a healthier, more productive forest. Softwood clear cut areas will require increased silvicultural funding or reduced harvest levels. Hardwood areas will require improved utilization of lower quality wood or reduced future harvest levels will result.

\* Potential negative impacts on Park objectives would likely occur at a reduced level compared to the status quo (option #1).

Copies of the Review of Timber Management in Lake Superior Provincial Park, July 1989 are available from: Ministry of Natural Resources, Box 1160, Wawa, Ontario, P0S 1K0.

## Plan Review Schedule (Revised)



## YOUR COMMENTS PLEASE

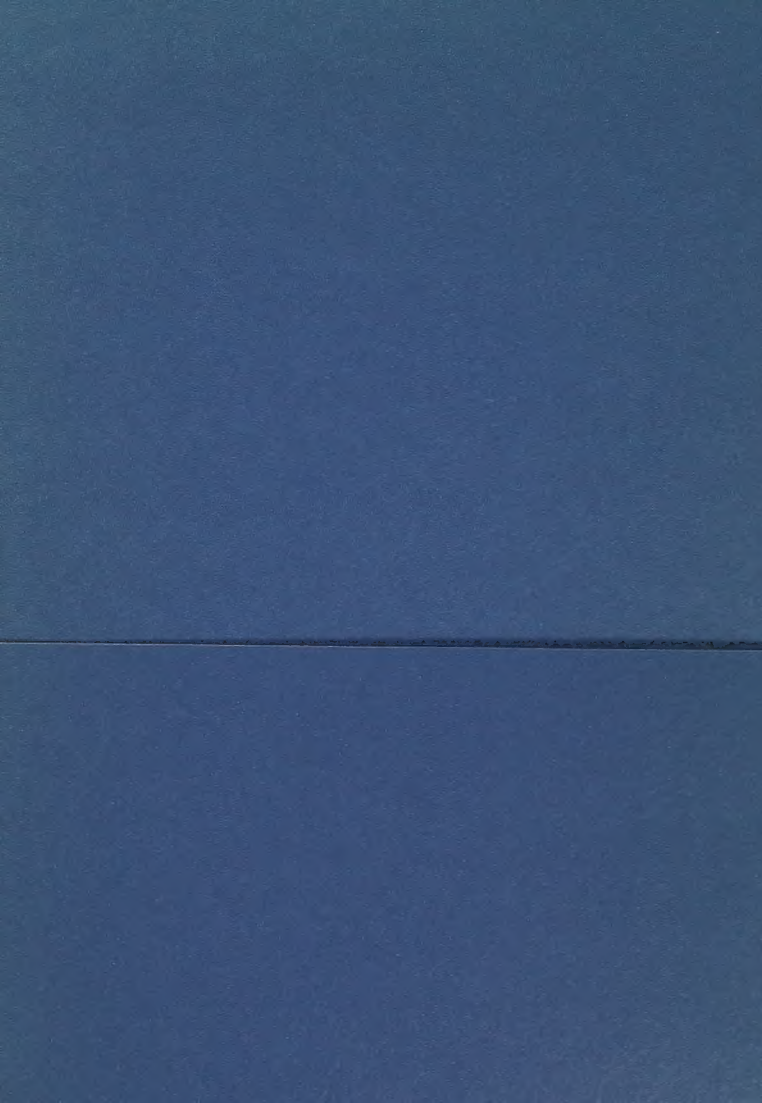
\* your comments will be a matter of public record, unless privacy is requested.

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